

## OICA/CLEPA Input

to the

### Special interest group on UN-R 157

with regard to

**Potentially required LC capabilities of the ALKS for  
maximum operational speeds >60km/h**

# LC capabilities for increased maximum operational speeds

What is **already/commonly accepted**:

**Stopping in any lane in slow-moving traffic**

(as defined in UN-R157)



**Stopping in the slowest lane when there is no hard shoulder**



**There are circumstances in which a LC is not going to be possible, even if the system is capable of it** (e.g. with a stopped line of vehicles on the slowest lanes, or in case of severe failure)

What are the **points of concern** in the discussion now:

**Stopping the vehicle in the slowest lane in free flowing traffic**

**Industry is convinced there is no safety concern** related to this, as this

- (a) occurs today as well and
- (b) the MRM will hardly ever bring the vehicle to standstill

**Stopping the vehicle in any other than the slowest lane in free flowing traffic**

**Agreement from Industry** that this should not occur and should be addressed in the regulatory provisions.

**A slow moving vehicle in a fast lane of travel** could be an obstacle.

**Agreement from Industry** that this should not occur.

This is already prevented by requesting the ALKS to comply with traffic rules (e.g. obligation to drive in the slowest lane where applicable + obligation to not drive unreasonably slow)

But we have one **assumption that applies to all of these aspects and resolves any safety concern**:

As numerous studies have shown **the driver can be expected to resume control within 10s** after the initiation of the transition demand. So the **driver will almost always have resumed control before the MRM would have brought the vehicle to standstill!**

# LC capabilities for increased maximum operational speeds

- As we are aware that maximum operational speeds of only **up to 60km/h will permit for very limited durations of ALKS availability**, we should try to find a way to permit operation above that speed also for systems without any lane change capability to make operation more robust and reduce the number of speed related transition demands.
- As we are considering even LC to the hard shoulder during an MRM under very restrictive assumptions, it cannot be guaranteed that a lane change to the hard shoulder will be possible under all conditions anyhow.
- **Industry sees no safety concern in permitting operation of the ALKS in the slowest lane of travel at speeds above 60km/h with an MRM that would eventually stop the vehicle in lane.**

## 5.2.3.1. Speed

**The manufacturer shall declare the specified maximum speed based on the forward detection range of the system as described in paragraph 7.1.1.**

The maximum speed up to which the system is permitted to operate is ~~60~~**130** km/h.

**Operational speeds of more than [60 km/h] are permitted either**

- **exclusively in the slowest lane of travel or**
- **in all lanes of travel, if the ALKS is capable of changing lanes to bring the vehicle to a standstill outside of the regular lanes of travel during an MRM according to par. Xxx.**